

Mr. Melbourn, on behalf of the third prisoner, addressing the jury said:—He would prove to them that the third defendant was a very regular man in his habits and that he always retired early to bed, and on that special night retired too early to allow of his being at the meeting house or the creek side.

CLEANINGS—Y THE WAY.

I must tell you something about the Government Civil Hospital, Mr. Editor. I have seen a few medical institutions in my time, but the one I am now in is the best found and best conducted that I have ever seen. The doctors are clever—I must particularly mention Doctors Atkinson and Bell, for they are especially proficient—the Chinese attendants are smart and well up in their business, and the sisters—well, they are charming, always attentive and very sympathetic.

There is just one complaint I have to make, and I think it is the only one to be made, and it would be wise to lodge it direct with His Excellency the Governor—the nuisance made at night by the Chinese in the streets surrounding the hospital. From about 9 to 12 p.m. the Chinese blow that unmusical reed instrument of theirs—which, in my opinion, makes a far worse noise than the squealing of a pig tied to a gate or a post—and prevents the majority of the hospital patients from going to sleep.

I would suggest that notices in Chinese be posted in the streets around the hospital to the effect that any person caught making a disturbance with any kind of instrument, or making a noise by incessant shouting or singing after 9.30 p.m. by or for a band for such offence, if there is no police available, let special people be employed for a month or so. It is my opinion that if a few examples were made, the Chinese would stop their abominable musical entertainments. By stopping such, it would not be for the benefit of foreigners alone, but also for the benefit of the Chinese patients, many of whom are at present in the hospital. As a rule, about 9 o'clock patients try to get to sleep, but are prevented from doing so on account of the nuisance I have mentioned. Such noises are not allowed around the Shanghai hospital, and there is no reason why they should be allowed here. If the authorities are able to adopt measures to prevent such a nuisance in Shanghai, surely something can be done to stop it in Hongkong.

The Customs people around Macao have to keep their eagle eye open just now, for it is the rice season, when many attempts are made to smuggle. Only last week one of the Customs officers captured a junk full of rice at the entrance to the West River, the amount of the cargo being valued at about \$5,000. The officer and crew of the junk would be found capturing a few in rice junk with like cargoes for they get to per cent on all they secure.

By home papers I notice another addition has been made to cricket literature by William Caffyn, now at the age of 71, who was one of the members of the first English team to visit Australia in 1861. His book is full of interest from start to finish. In a chapter on modern cricket, which concludes the work, it is interesting to note that Caffyn thinks Archie MacLaren a batsman whose equal it would be difficult, and whose superior it would be impossible, to find. As a model for young players to copy he places MacLaren in front of everybody. The style of "Ranji," who is a "law unto himself," he cautions all aspirants to guard against imitating. Gregor McGregor as a wicket-keeper he thinks has only been surpassed by Tom Lockyer and Blackham. The secret of his success is summed up very succinctly by Browning's explanation of old pugilist Burke, who was asked by his patron if there was anything of special peculiarity about the fighting of his redoubtable antagonist, "Well, my lord," he his d—hard, and the worst of it is he keeps on a-doing it!" So it has been with Grace.

The positions for the County Championship are interesting. The following table shows how each county stood up to the week ending June 24th—

	P.	W.	L.	D.	Pt.	Percentage
Surrey	10	5	0	5	100.00	
Nottingham	7	2	0	5	100.00	
Middlesex	7	1	0	5	71.43	
Yorkshire	8	2	1	6	60.00	
Essex	8	4	2	2	33.33	
Lancashire	10	4	3	3	14.29	
Sussex	7	3	3	1	14.29	
Gloucestershire	8	2	3	3	20.00	
Leicestershire	9	2	4	1	20.00	
Derbyshire	9	2	5	2	42.85	
Kent	7	1	4	2	60.00	
Somerset	8	1	5	2	66.66	
Warwickshire	9	0	2	7	100.00	
Hampshire	6	0	4	2	100.00	
Worcestershire	7	0	5	2	100.00	

The leaders of the batting averages are continually changing places, and all unexpectedly shrewdly leaps into form and into first place. His figures for eleven innings are 656 runs, an average of 65.66, and Ranjitsingh's for 13 innings are 609 runs, an average of 46.84. He is followed by the batsman, who has 546.46, and occupies third position, with 475.00, and his colleague, Hayward, next, with 475.00. J. G. Quiff retains a good position, alongside W. T. Brown, sen., Lockwood, and W. Gunn. Then come Jackson, Ward, and Fry, with Woods and Brockwell in close attendance.

Mean heads the bowling averages. Next to A. E. Trott, he has captured more wickets than anyone else this season. In 61.3 overs he has taken 87 wickets at an average cost of 13.58 runs. Woodcock comes second with an average of 14.08, and Rhodes is third with 15.06. Trott has taken 112 wickets for 17.24 runs each. J. T. Horne is seventeenth down the list and Richardson is thirty-eighth, with only 39 wickets at an average of 26.30.

On June 21st at Penkilton there was much enthusiasm when J. Valentine, the well-known Swinton, Lancashire County, and International Rugby three-quarter back, was presented with a cheque for £250. Valentine's career has been truly remarkable. Commencing with Swinton in 1882, he has continued to play for member ever since. His doughty career in club, county, and international matches have been the talk of the Rugby world, and it is pleasant to learn that he has passed his prime as a footballer, his long and useful service has not been passed by unrecognized. For his club he has scored 223 goals and scored 688 runs. He has played for England 10 times, and has represented the North, South, and West of England in 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, and 1900.

Swinton club since 1889, with the exception of one season, and yet with such a glorious record, Valentine, at the age of 33, makes known his intention of playing next season.

GLENNER.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

RATS AND PLAGUE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR—From enquiries made it is probable that Mr. Hans Reinhold, who died of plague on 26th July, was infected through the medium of rats. There is just as great a necessity for disinfection of a house in which plague rats are found as if a human case had occurred in it, and this applies as much to European houses as to Chinese. In the European case usually a more limited disinfection on rational lines is required than would be necessary in a Chinese house.

All rats found dead in houses, where death is evidently not due to injury and the animal not decomposed, should be examined to find out if they have died from plague. Until the public make a point of getting this done European cases are bound to crop up. Any rats for examination should for the present be sent to me at the office of the Medical Officer of Health in a biscuit box or some other tin box; a small amount of weak Jey's fluid may be added.

JAMES A. LOWSON.

Hongkong, July 31st, 1890.

THE N. C. O.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR—I was very much struck with a paragraph I saw in your valuable paper, dated Japanese N. C. O. Truly Japan is a progressive country and has tackled a subject which at the present time is giving our home authorities in my hours of anxious consideration! The question is, what to do with our soldiers when they leave the service? No matter in what country, when an army has been disbanded the return of the rank and file to civilian life has been attended with great disturbances and infraction of the public peace, and even in the present day, when the soldier after completing his term of enlistment with the colours, returns to compete in the labour market, he finds himself so heavily handicapped against others, who have stuck to their trade or calling, that it is next door to impossible for him to make a successful start. I can, Sir, speak from personal experience on this point, as I have myself served 8 years in the ranks, but I look myself my discharge in the Colonies, where the competition in the labour market is not so severe as in Great Britain.

To the youth no life offers a more ambitious career than that of the Army. He sees many instances recorded in the papers and in history of men rising from the ranks to the highest positions, and with the Anglo-Saxon love of fighting and adventure is born inherent with the race, he joins Her Majesty's Service and quickly finds—what? I will leave others to answer, or else try for themselves. Coming back to your paragraph on the Japanese army, they are especially training their non-commissioned officers to be able to compete with civilian labour on their leaving the service. Think of it! How diametrically opposed to British ideas! But still, I think the Japanese have hit upon the only practical solution of the difficulty.

If I might offer our military authorities a suggestion I should say, make promotion on a merit system, and when nearing their time of leaving give them a short course of training for the position they are likely to obtain, but above all, let a man leave quickly when the position is open to him.

Thanking you, Sir, for this insertion.

M. H. W.

Hongkong, August 1st, 1890.

THE STRANDING OF THE "BONAVENTURE."

From private letters to hand we have been able to glean the following account of the stranding of the *Bonaventure* in Kornloff Bay, on the 5th ultimo.

It appears that the fleet went to Kornloff Bay with the intention of mining the entrance, in which exercise all the ships were to engage. The *Bonaventure* was told off to take up her position near Middle Island, where she was to have landed three search-lights for observing the mining operations. As she proceeded to take up her position she suddenly struck off Avaukun Island, her bows running up half out of the water. The chart shows no less than fifteen fathoms of water over the spot where she struck. The *Bonaventure's* bows were immediately lowered and a lot of gear was taken out of her, the *Undaunted* being told off to tow and tow the vessel off. A cable was shackled to the coaming-tower of the *Undaunted* and led out through the hawse-pipes in the after part of her battery, the two ends being then taken on board the *Bonaventure*, and shackled to the ends of a similar cable led out on her quarter-deck. At about 7 p.m. the *Undaunted* steamed ahead and the *Bonaventure* went astern, but without result, the ship still remaining fast and refusing to budge an inch. The Admiral then ordered a jerk to be tried and the *Undaunted* port cable swept the starboard side of the *Bonaventure's* quarter-deck clear of stanchions, coirals and so on, then parted close to the latter ship and knocked down three men, who were luckily unhurt. Then the other cable parted, inboard of the *Undaunted*, but without doing any further damage, and the attempt to tow the ship off was abandoned for the night, while active preparations were made for renewing the struggle on the morrow.

At four o'clock on the morning of the 6th, mist, rain and calms were the order of the day, and then the *Undaunted* and the *Aurora* were harnessed tandem to her and steamed ahead, but the *Undaunted's* port cable parted again at the hawse-pipe. At 3 p.m. another attempt was made and the shackle joining the *Undaunted's* port to the *Bonaventure's* starboard cable carried away. Then it was decided to try again with lengths of cable from the *Victorious*, hers being 21 inches in diameter as against the *Undaunted's* 24 inches, while the *Bonaventure* commenced getting out guns, coal and other weights. On the 7th, the cables from the *Victorious* having been substituted for those of the *Undaunted*, at 1.30 p.m. the *Undaunted* and *Aurora* steamed full speed ahead, while the *Victorious*, with a wire hawser made fast to the front head of the *Bonaventure*, steamed away at full speed about her beam. This was continued for over an hour, but with no result, beyond the parting of the wire hawser.

During the night the water was run out of the *Bonaventure's* boilers, she was lightened in every possible way, and weights were placed on the 7th, in the forenoon of the 8th, the *Undaunted* and *Aurora* went ahead again and the *Bonaventure* came off quite easily; the *Undaunted* standing by with a wire hawser to allow her head round, but this was not required. As soon as the ship came off the hand of the *Undaunted* struck up "God Save the Queen" and the crew gave three cheers. The *Undaunted* then came off the *Aurora* and towed the *Bonaventure* up to Kornloff Harbour, where the rest of the fleet had moved. The

Bonaventure then dropped the cables for her consort to pick up, and this having been done, the latter vessel steamed off and took post near the rock to warn the *Undaunted* when she came in to go and pick up her stream anchor and a few other trifles which had been dropped. It was a very big job handling the immense cables used, and passing them about the ships, as each link weighs about eighty pounds and fifty shackle and bolt about a hundred and fifty pounds. Each shackle length has eighty-seven links and the *Undaunted* used sixteen lengths, measuring about two hundred yards in length. This coming in over the side and being dumped about the deck in the salvage operations carried away all sorts of "knobbly" bits of the ship's fittings. The coming of the *Undaunted's* quarter-deck was mostly carried away, the lining of the after hawse-pipes (an enormous casting) went, one of the after fair-leads and a whole host of unconsidered trifles in the way of cleats, spurs, small davits and so on.

Although there was no actual hole in the bottom of the *Bonaventure*, probably owing to her being wood-shod, she was found to have received more damage than she first supposed and she was sent down to Japan, with the *Aurora* as escort. On the 14th a court martial was held on Captain Montgomerie and the navigating lieutenant of the *Bonaventure* for putting their ship ashore. Rear Admiral FitzGerald acted as President of the Court, and Captain Dudding, of the *Phigelia*, as prosecutor. The charge was, "Stranding H.M.S. *Bonaventure* and endangering the ship, and the officers were pleased to hear that both officers were honourably acquitted, the Court finding that they did everything in order and that the danger was unknown.

The *Nagasaki Press* of 24th ulto. says—H.M.S. *Orlando* and *Bonaventure* arrived here early this morning from Kornloff Bay, where the latter vessel had been ashore on the rocks. The injuries sustained are not of a serious nature, and the vessel will be repaired in the local dock. On arrival, the *Orlando* saluted the port, this being her first visit to Japan.

N.B.—It is not the *Orlando* but the *Aurora* which is up North.—Ed., *Hongkong Telegraph*.

WATER POLO.

A Water Polo match for the Shield was played yesterday between Kowloon and the B. C. (A) Team and resulted in an easy win for the former by 12 to 1. Kowloon played a very good combination game, their forwards were very swift and shot well, specially Mr. J. Millar. The B. C.'s were somewhat slow in swimming and did not even get a chance to score.

THE PLAGUE.

Cases reported to 31st instant 1,328
Do. do. during past 24 hours 1
Total 1,329
Deaths reported to 31st instant 1,268
Do. do. during past 24 hours 1
Total 1,269

"SHINTO" WORSHIPPERS AND TREATY REVISION.

The principal office of the *Shinto* creed in Tokyo, namely, the *Jingukyo-in* of Yurakuchō, has resolved to organise a festival on the 4th of August in celebration of Treaty Revision, and it has been decided that at the *Shinto* of Ise also a similar festival will be taken at a suitable time. Mr. Fujioke, the chief priest of *Shinto*, has issued the following injunction—

On the 30th June His Majesty issued an Imperial Rescript and on the 4th of August the Revision of the Treaties is to become an accomplished fact. The nation owes the latter result to the virtues of the Sovereign, and can not but rejoice profoundly Japan now becomes the equal of European and American States, and has entered an era of increased prestige for the country and augmented prosperity for the people. Such facts constitute an achievement of unprecedented excellence and moment unique in the events of a thousand years. Shall we not celebrate it in a fitting manner? Therefore let the followers of our faith organize, for the 4th of August, in reverential response to the Imperial purpose, a festival of thanksgiving for this great consummation, and let us pray that our relations with our foreign friends may grow constantly more intimate and that our country may enjoy increased tranquillity. The Head Office also shall choose a suitable time, and make arrangements for a celebration to spread abroad its knowledge of the event among the disciples of our creed.

STRUCK BY LIGHTNING.

Mr. A. Olsen, Superintendent of the Foreign Settlement Police at Soochow, sends to the *N. C. D.* news an account of the striking by lightning of a house at Soochow. He says that on the 13th of July the lightning, which the neighbours who saw it say appeared like a ball of fire, struck the chimney of the station at 11.10 a.m. It was attracted by an iron band where the chimney passes through the roof, and charged down one of the rafters to another band where a king-post forming a continuation of one of the inner walls of the house joined the roof. This king-post was split into shreds, and the south gable was blown out. The current then descended inside the roof of the upper hall, and found some electric bell wires which it burnt up. It then jumped to an iron-covered verandah at the back, and then to the other side of the upper hall, and was led off by some unused telephone wires to which two earthen plates were attached. This, no doubt, saved the house from further damage, that actually done only amounting to about £15. There were some forty people, including Mrs. Olsen and her children, in and about the station at the time, and it is remarkable that no one was injured.

PRINCE HENRY AT NAGASAKI.

As notified in our last issue, says the *Nagasaki Press* of 24th ulto. Prince Henry of Prussia arrived here on Friday evening from Sasebo. Admiral Kataoka, of the Japanese Navy, having accompanied him down from Kobe. Shortly after 6 o'clock the Prince landed at No. 7 Hatoba, and proceeded at once with several of his officers to Mogi, where he dined at the Nagasaki Hotel. Most of the tea-houses on the road were prettily decorated and at one of them the German colours with an appropriate greeting were displayed. On Saturday the Prince held a reception in the forenoon at the German Consulate, which was attended by the German residents at the port, and afterwards visited with the German Consul. Mr. Hattori, the Governor, with his Secretary, called on the Prince in the afternoon, and in the evening His Highness dined with the Governor. Mr. Miller-Beck, landed on Sunday with the Prince, but the latter did not come ashore during the day. The brief visit of the Prince was brought to an end at 4 o'clock in the forenoon, at which hour the *Deutschland* left for Japan, and proceeded on her way to Korea.

THE RUSSIANS AT FUSAN.

A sensational telegram is published by the *Asahi Shimbun* about the conduct of certain Russians at Fusan. The details appear to us to be obviously unworthy of credence. It is stated that some Russian officers entered a Japanese restaurant called Koishan-kei, and behaved in such a turbulent and improper manner that the inmates were obliged to call the police, who removed the offenders to the station. Ultimately, however, the Russians effected their escape and returned to their ship, leaving three articles of apparel in the hands of the police. A complaint was at once preferred by Mr. Ochi, a student secretary of the Japanese Consulate. That night an officer, with a party of eight armed marines, landed from the Russian ship, proceeded to the Consulate with a letter from the captain to the Consul. In the absence of the latter they declined to deliver the letter to the student-secretary, and when remonstrated with for making an armed invasion of the Consulate, they treated the remonstrance in a very nonchalant fashion. That is the story. We do not credit it, but to speculate on the "grain of truth" would be useless.

Since writing the above, later news shows that the gist of the trouble was connected with the treatment of some Russian officers by the Japanese police. The officers were in plain clothes and their rank could not be recognised. What they did to necessitate police interference we do not know, but they were handled as though they were common blue-jackets. The captain of their ship, seeking an explanation, was informed by the Japanese Consul that it had been impossible for the police to distinguish between officers and men when the former did not wear uniforms, and here the matter seems to have ended. We are not aware of course that constables are expected to handle officers and men differently. Both are equal before the law, and both should have equal short shift if they violate the law.—*Japan Mail*.

ADULTERATED TEA.

There appear to have been some very barefaced adulterations of tea among the parcels recently sent to Yokohama from the interior. One enterprising individual, Kawamura W. Suke, of Sagaramachi in Shizuoka, seems to have manufactured a compound of cherry-leaves and dirt; another, Tanaka Fukumitsu, of Asahimura in Ibaraki Prefecture, used gunny to obtain an attractive colour. Both parcels have been seized at the inspection office of the guild in Yokohama.

SUSPECTED PLAGUE ON THE "NIPPON MARU."

The *Nippon Maru*, says a San Francisco paper, was unfortunate enough to have three suspicious deaths on board during her last voyage to America. Dr. Roberts, a bacteriologist at that port, found bacilli of plague, and the *Nippon Maru* was quarantined. On June 28 the bodies of two Japanese sailors of the *Nippon Maru* were found in the bay and towed to a point off shore by fishermen, who were afraid to touch the bodies more than was necessary to attach a rope to them for towing purposes. The coroner was notified and the bodies were taken to the morgue, where every precaution was taken to prevent any spread of the disease should the men have carried germs with them. It is believed the men were afraid to stay on the steamer, and after attaching life preservers to their bodies jumped overboard and were drowned. On the trip of the *Nippon Maru* from Honolulu a young Japanese girl died of some mysterious disease and was buried at sea an hour after death. Apoplexy was given as the cause of her death, but the affliction seldom seizes one so young.

MUD FLAT NORTH.

(FROM OUR OWN CORRESPONDENT.)

Events have moved quickly since my last four days ago. A telegram of the 20th will have informed you a secret treaty is signed to have been signed between China and Japan whereby the latter is to have charge of the former's army and navy with the idea of reorganizing them—and as a preliminary step will send a large Japanese force here very shortly. Of course the reorganization touch is the nominal objective. The real objective is undoubtedly Russia. I have had the information from a very high official source, and it is substantially supported in various ways. But, like all secret conventions, it is not easy to prove, as the Japanese themselves disavow all knowledge of it, and no one there generally believes. The special in Peking are hesitating about wiring it home, as they cannot get it admitted in any quarter, but, needless to say, this does not prove the report untrue. What was more consistently and vehemently denied than the Cassini Convention which has been carried out line upon line! It is of course the Japanese object to keep it quiet, so as not to give Russia too much time to think; but you have probably noticed how very quiet the Japanese papers have been of late on the China question and before Count Ito's visit they were full of it. This is the Japanese method. People are taken back at the report because to special envoy had been sent by either county and the how, when and where of the convention's ratification is speculated on. An envoy was however sent from here the early part of this month to Japan, on some nominal business, and two military attaches of the Japanese Historical Department were here about the same time, and I believe it was these same officers who reviewed the 12000 Chinese troops at Shanhaiwan on the 20th, as they were your correspondent's way back. It is rather a striking coincidence at the present time; so also is the appointment as Assistant Director of the Foreign Affairs Bureau in this Port of Tao Hsi-chang, a Japanese Scholar, who was formerly one of Li Hung-chang's secretaries at the signing of the Treaty of Peace, at Shimonski. Japan has never forgotten or forgiven Russia's turning her out of Liaoting, and is more than ever firmly convinced that her own independence in the future rests upon her crippling Russia before the completion of her railway. Just now is a favourable time, as the railway is doing badly, and famine is otherwise weakening Russia's hand. The force in Manchuria and Liaoting, though large, is not equal to any Japan can pit against it in point of discipline and zeal, and Japan will, I believe, have a very difficult task if she acts promptly, a few months may alter matters.

The treaty has probably been the work of the Emperor Dowager and Li Hung-chang, who are apprehensive of the power Jung Lu has assumed, and also see in it a way out of Russia's clutches. The movement will undoubtedly be acceptable to our Government as it will be infinitely more to our advantage to have Japan in the North of preference to Russia.

Mr. Kinder's position has again become critical. He has received instructions from Lord Salisbury to meet Chang Yi, and we are all anxious to see whether the independent Engineer-in-Chief will do this or resign. He went up to Peking yesterday, 21st, Chang Yi is in very low water himself.

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SHIPPING REPORTS.

Captain Goodwin, of the steamship *Diomed*, from Shanghai, reports:—Had generally fine weather throughout.

Captain Hodgins, of the steamship *Halving*, from Swatow, reports:—Moderate S.W. wind fine and clear, sea smooth. Steamers in Swatow—*Hannan*, *Bucephalus*, *Dera* (Pongse and *Hing Loong*).

Captain Payne, of the steamship *Kumsang*, from Calcutta, reports:—Moderate south-westerly breeze, and fine weather to Cape Padaran, from there to port light, variable wind, smooth sea and fine weather.

Captain Archibald, R.N.R., of the steamship *Empress of Japan*, from Vancouver, B.C., reports:—Left Vancouver on July 10th, experienced light airs and fine weather with smooth sea and occasional fog across the Pacific. Arrived at Yokohama on July 23rd, had low glass with N.E. gale and heavy cross sea to the Kie Channel, typhoon passing to the S.E. Experienced light to moderate S.W. monsoon in the Formosa Channel. Arrived at Hongkong, August 1st, at 8 a.m.

NOTANDA.

CALENDAR.

AUGUST.
Meteorological means based on fifteen years' observations to 1898.
Barometer 29.755
Thermometer 81.0
Humidity 83
Rainfall 13.482

TO-DAY.
WEATHER REPORT.
On date at 10 a.m. On date at 4 p.m.
Barometer 29.77 29.67
Temperature 81 88
Humidity 84 67
Rainfall 0.34 —

TO-DAY.
Tuesday, 1st August, 1890.
Chinese—25th of 6th moon of 25th year of Kwang-si.

Sun—Rises 5hr. 33min.
Sets 6hr. 39min.
High water—Morning 4hr. 21min.
Afternoon 7hr. 33min.
Low water—Morning 1hr. 27min.
Afternoon 6hr. 34min.

ANNIVERSARIES.
1798—Battle of the Nile.
1845—P. & O. Co. commenced a monthly service of steamers to Hongkong.
1869—Fah-tang occupied by the British forces.
1871—Mr. T. F. Wade, C.B., appointed British Minister to Peking.
1885—China Merchants' S.S. Co. re-transferred to Chinese by Russell & Co.
1892—Hongkong Sunday Cargo-Working Ordinance came into force.
1894—War declared between China and Japan.
1895—Massacre of British Missionaries, ladies, children and one gentleman (Rev. Stewart) at Kuching, near Foochow.

TO-MORROW.

Wednesday, 2nd August, 1890.
Chinese—26th of 6th moon of 25th year of Kwang-si.
Sun—Rises 5hr. 33min.
Sets 6hr. 39min.
Moon—Max. Dec. N. 4hr. m.
High water—Morning 4hr. 21min.
Afternoon 7hr. 33min.
Low water—Morning 1hr. 27min.
Afternoon 6hr. 34min.

ANNIVERSARIES.
1839—Provisional Committee of a British Chamber of Commerce formed at Macao.
1870—Victims of the Tientsin massacre buried.
1898—President McKinley issued an official statement of the conditions of Peace offered to Spain.

AGENDA.

TO-DAY.
Cargo ex *Prinz Heinrich* subject to rent.
TO-MORROW.
Birth of H.M. the Emperor of China.
Customs Offices closed.
Cargo ex *Formosa* subject to rent.
THURSDAY, 3rd.
Wharf and Godowns Coy's interim dividend payable.
Noon.—*Nippon Maru* sails for San Francisco.
Cargo ex *Glenagarry* subject to rent.
SATURDAY, 5th.
Noon.—English mail *Coromandel* sails.
Transfer books of the Hongkong and Shanghai Bank closed until 19th inst.

SHIPPING AND MAIL NEWS.

MAILS DUE.
English (*Chusan*) 4th inst.
American (*City of Rio de Janeiro*) 4th inst.
American (*Nippon Maru*) 4th inst.
American (*Cepic*) 10th inst.
Tacoma (*Olympia*) 17th inst.
American (*America Maru*) 23rd inst.

The steamer *Nippon Maru* with mails &c. left Kobe for this port on Saturday the 29th instant at 11 p.m.

The O. & O. S. Co.'s *Gaelic* with mails &c. which left hence July 1st for San Francisco via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 30th ulto.

The O. & O. S. Co.'s *Cepic* with mails &c. from San Francisco to the 14th ulto, via Honolulu, has arrived at Yokohama, and will leave for this port tomorrow morning the 2nd instant, via Inland Sea, Kobe, Nagasaki and Shanghai.

HONGKONG AND WHAMPOA DOCK RETURNS.
Isle de Cuba at Kowloon Dock.
Isle de Luzon
H.M.S. *Hind*
Chelyan
Thales
Agier
D. Juan & Austria Cosmopolitan

PASSED THE CANAL.
Onward—30th June—*Trieste*, *Kronberg*, 4th July—*Flaminio*, *Saragosa*, 7th July—*Diogenes*, 11th July—*Neuborn*, *Kherson*, *Saxonia*, 14th July—*Canlon*, *Pyrrhus*, *Saxonia*, *Pisa*, *Stalder*, 15th July—*Nürnberg*, *Pilgrimage*, *Thalbach*, 16th July—*Canlon*, *Pyrrhus*, *Saxonia*, *Pisa*, *Stalder*, 17th July—*Nürnberg*, *Pilgrimage*, *Thalbach*, 18th July—*Canlon*, *Pyrrhus*, *Saxonia*, *Pisa*, *Stalder</*

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SENDAI MARU	VLADIVOSTOCK, VIA SWATOW, AMOY, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHEMULPO & NAGASAKI.	THURSDAY, 3rd August, at Noon.
MIKE MARU	KOBE and YOKOHAMA	THURSDAY, 3rd August, at 4 P.M.
KANAGAWA MARU	KOBE and YOKOHAMA	THURSDAY, 3rd August, at 4 P.M.
MACKENZIE	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 8th August, at Noon.
KAGOSHIMA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, and COLOMBO	TUESDAY, 15th August, at 4 P.M.
TOSA MARU	VICTORIA, B.C. and SEATTLE, U.S.A. VIA KOBE and YOKOHAMA	THURSDAY, 24th August, at 4 P.M.
IZUMI MARU	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 24th August, at 4 P.M.
HITACHI MARU	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 25th August, at 4 P.M.
KASUGA MARU	U.S.A. VIA KOBE and YOKOHAMA	FRIDAY, 25th August, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

† Cargo and Passengers for VLADIVOSTOCK will be forwarded on from NAGASAKI by S.S. "KOSAI MARU."

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 31st July, 1899.

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LECORNO and GENOA, (DIRECT WITHOUT TRANSITMENT). Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH AMERICAN PORTS up to CALLAO, AND Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.
*DOMENICO BALBUENO Canepa 5th August.
*SINGAPORE Pizzarello 2nd September.
*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.
For further Particulars as to Freight Passage, &c., apply to

CARLOWITZ & CO., Agents.

Dr. KNORR'S
ANTIPYRINE

patented
"LION BRAND"
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC and NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS.Dr. OVERLACH'S
MIGRAININE

"LION BRAND"
(ANTIPYRINE-CAFFEINE-CITRATE.)
(1) Excellent results in the severest cases of migraine, as well as in headache arising from alcoholic, nicotine and morphia poisoning, neurasthenia, influenza, grippe, etc.
(2) The best antipyretic, even in threatened collapse, because the caffeine of Migrantine acts simultaneously as an anesthetic.
Use only DR. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."
The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.
Sole Manufacturers: FARHWEKKE VORM. MEISTERLUCIUS & BRUNING, HOECHST O. M.
Literature of the above Preparations supplied gratis at request to medical men.

MELLIN'S FOOD

For INFANTS and INVALIDS.
When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, FRECHAM, LONDON, ENGLAND.

£100,000,000 UNCLAIMED!
DOUGAL'S REGISTERED LIST containing names of 20,000 Families advertised for to claim property and money since 1700. Price is 6d. post free 2s. Every man and woman should buy this book, as instructions are given how to recover property from Chancery. DOUGAL & CO., 62, Strand, London, England, Est. 1844. A fortune may await you. Will be searched for. [1884]

WATERING
APPARATUS

Non-Freezing and Ordinary Hydrants and Street Watering Apparatus.
E. GUESNIER, E.O.P.,
Engineer and Civil Engineer,
Boulevard de la Chapelle, 107, Paris.
Hydro-pneumatic and Siphon Systems.
Vapor Safety (Electric system).

CARBOLINEUM-AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China.
LUTGENS, HINSMANN & Co.
Hongkong, 11th September, 1896. [19]

Hotel.
WINDSOR HOTEL,
HONGKONG

STRICTLY FIRST CLASS.

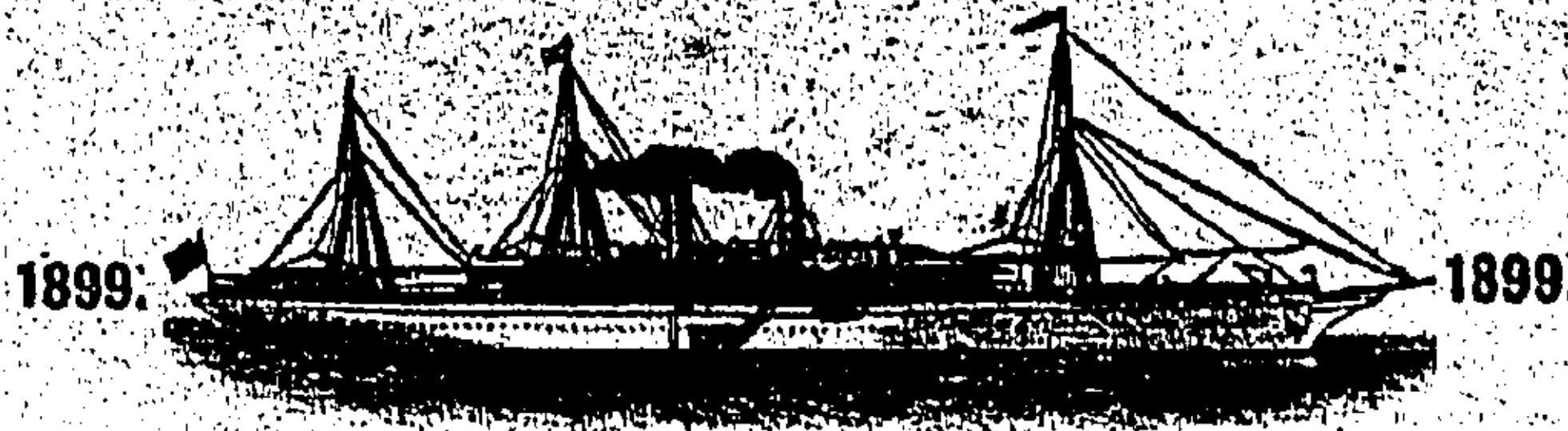
PASSENGER ELAVATOR from ENTRANCE HALL to each floor. BOARD and LODGING.

MONTHLY RATES GIVEN NOW.

P. BOHM, Proprietor & Manager.

Hongkong, 28th April, 1899. [12]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY SPEED PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 9th Aug., 1899.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th Aug., 1899.
EMPEROR OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York, and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. Apply to

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddar's Street. [3]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Sunday, 6th Aug., at Daylight.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 29th Aug., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 23rd Sept., at Noon.

THE Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on SUNDAY, the 6th August, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services; to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. the day previous to sailing. Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 27th July, 1899. [130]

MITSUBUSSEN KAISHA

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSIN, NEWCHANG and all Ports in JAPAN.

Agents—Mitsui Bussan Kaisha, Ltd.

Mitsui Bussan Kaisha, Ltd.

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Mitsui Bussan Kaisha, Ltd.

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Mitsui Bussan Kaisha, Ltd.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL," Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this office for BOMBAY, &c., on SATURDAY, the 5th August, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London. Other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 21st July, 1899. [5]

NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.
Glenora... [3750] R. J. Jones... [Aug. 8]
Olympia... [2837] J. Truebridge... [Sept. 2]
Victoria... [3501] J. Pantan... [Sept. 12]

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Lenox... [3677] Williamson [Aug. 19]
Columbia... [2976] Dobson... [Sept. 23]
Monmouthshire [2874] W. A. Evans [Oct. 7]
Lenox... [3677] Williamson [Nov. 4]

THE attention of Passengers is directed to the very cheap rates offered by the Line HONGKONG TO LONDON.

Excellent accommodation. First-class Tables, Doctor and STEWARDESS carried.

HONGKONG TO NEW YORK.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first-class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED.
General Agents.
Hongkong, 28th July, 1899. [4]

FOR NEW YORK
THE 3 1/2 A.M. American Ship

CHALLENGER
Northampton and will have quick passage to New York.

ARNOLD & BARTON

Agents

Hongkong, 28th July, 1899.

Mails.

NORDEUTSCHER
LLOYD.

(Freight Service.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG-AMERICA
LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
E. RICKMERS	CALCUTTA and HAMBURG.	2nd August.
H. Jacobs	(LONDON with transhipment in HAMBURG)	About 6th August.
*SILESIA	HAVRE and HAMBURG.	About 17th August.
Behrens	(LONDON with transhipment in HAMBURG)	About 17th August.
WITTENBERG	HAVRE and HAMBURG.	About 31st August.
Madsen	(LONDON with transhipment in HAMBURG)	About 31st August.
ALESIA	HAVRE and HAMBURG.	About 6th September.
Knuth	(LONDON with transhipment in HAMBURG)	About 6th September.
SAXONIA	HAVRE and HAMBURG.	About 6th September.
Krech	(LONDON with transhipment in HAMBURG)	About 6th September.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.
Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co., Agents.

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 12th Aug., at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 7th Sept., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 3rd Oct., at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 12th August, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States, between SAN FRANCISCO and CHICAGO, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services; to European Officials in the service of China and Japan; and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. the day previous to sailing. Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 19th July, 1899.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.
Carlisle City... [3502] about [Aug. 15]
Thyra... [3400] about [Sept. 15]
Belgian King... [3379] about [Oct. 15]

THE Steamship

"CARLISLE CITY," will be despatched for SAN FRANCISCO and SAN DIEGO VIA INLAND SEA, YOKOHAMA and HONOLULU, on about the 15th August.

Through Bills of Lading issued to any point in the United States, and to Canadian and United States Ports.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 19th July, 1899.

THE COMPANY'S STEAMSHIP

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 22nd August, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services; to European Officials in the service of China and Japan; and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 19th July, 1899.

NORDEUTSCHER LLOYD.
NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON, LAND PASSAGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prinz Heinrich... [Wednesday] [16th Aug.]

Prinz... [Wednesday] [13th Sept.]

Sachsen... [Wednesday] [11th Oct.]

